



Holden

The
Great
Way to Move





**THE SHAPE IS
FANTASTIC
THE CHANGE IS
COMPLETE**

The new Holdens.

They offer you a new kind of freedom on the open road. A style, a confidence at the wheel you've never felt so surely before.

Their look is totally new. Long, clean, flowing lines. Even standing still they promise you they will move superbly.

A promise more than lived up to in the way they feel to drive.

This booklet tells you of some of the things that make the new Holdens the superb cars they are. But it's only an introduction.

To really appreciate why we call Holden the great way to move, make sure you test drive the real thing.

THE GREAT WAY TO MOVE

This is how it all comes together.

Design leadership starts right here. Engineering excellence you've never seen in an Australian car before. These are the cars that have been built to establish Holden's decisive design and engineering leadership for years to come.

Not since the very first Holden have so many sweeping innovations and dramatic new ideas been incorporated in a new model.

You can read about some of them in the diagram on these pages.

But you'll have to drive your new Holden to discover just how far ahead it is.

Whichever model you choose, you'll find it handles better, rides better, and gives greater all-round satisfaction than any car you've owned before.

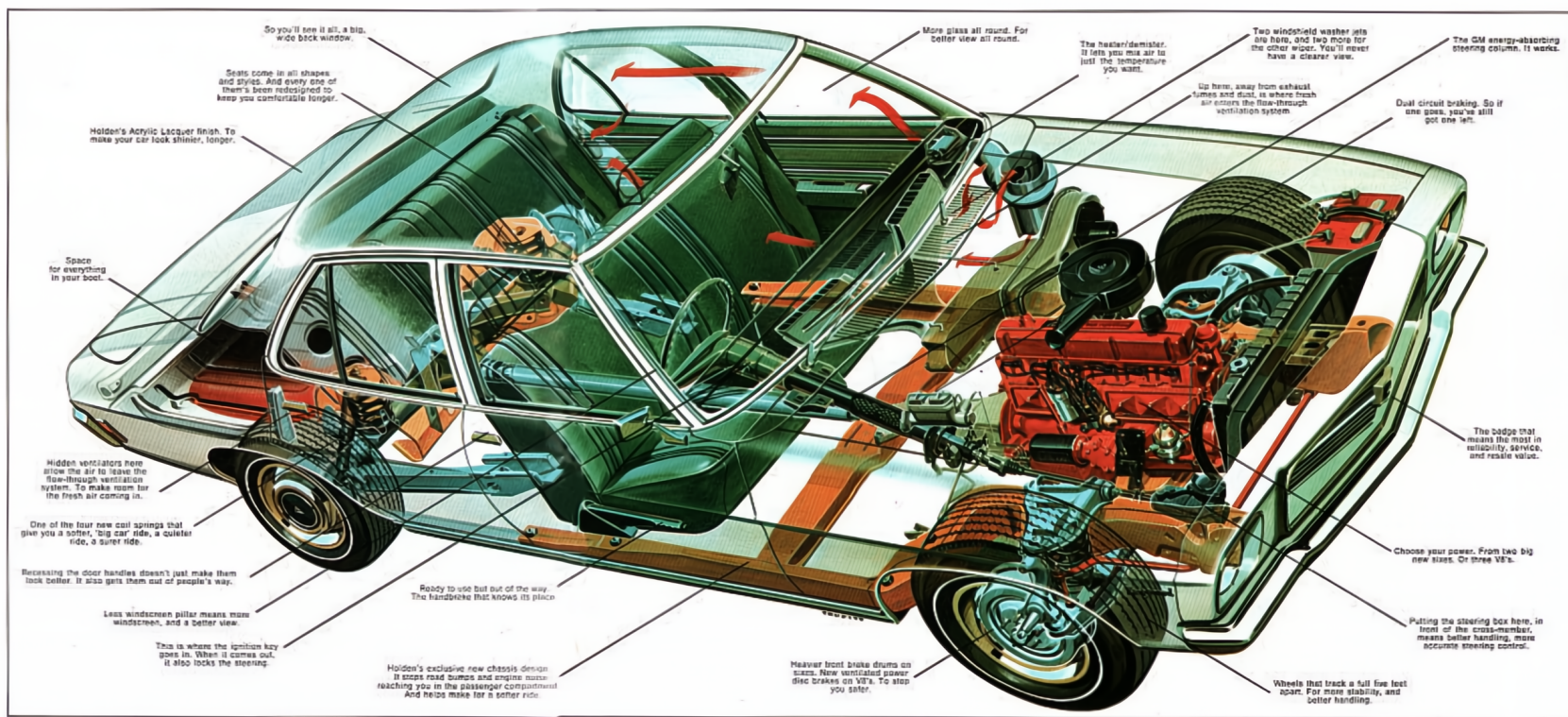
You'll find it's quieter . . . much quieter.

On the road, you'll feel you can trust your new Holden completely in every driving situation. With the confidence you get from the way it hugs a corner, the way it runs straight and true down the highway.

That feeling has become possible because of the new steering and suspension developed for Holden.

Developed and tested for over a million miles, all over Australia.

Whether you're ordering the personal-car luxury of the new Monaro LS, or one of Holden's new long-wheelbase wagons, or any of the sedans, you'll be getting one of the most perfected Holdens in the history of Holden. And the safest. With a list of safety features unprecedented in any Australian car.



THE GREAT WAY TO MOVE

By design.

They're *totally* new cars. They're the most changed Holdens in the history of Holden.

Some of the many, ground-breaking design innovations are covered here. In addition to these, there are countless detail changes and improvements. And before becoming part of the car you'll buy, those changes had to prove themselves over a million miles of real and simulated testing.

For these are the most proved Holdens in the history of Holden. Setting standards other cars can only follow.

Holden's exclusive new front chassis design for more structural rigidity, and to isolate the passenger compartment from engine and road noise. Big rubber bushes replace solid mounts between frame and body. And make new Holden almost unbelievably quiet.

Four-coil suspension places a big coil spring over every wheel. Improving ride softness, passenger compartment quiet, cornering and handling, reducing axle-hop under severe power and braking conditions. And giving an all-round 'big car' feel.

New five foot track with wheels further apart, for better handling, more stability.

Front-mounted steering gives more precise front-end tracking, better control in corners. It makes Holden a very stable and 'forgiving' car.

Improved Tri-matic automatic transmission now has electric down-shift to make it more responsive, and to make your gearchanges smoother than ever.

Improved brakes. For longer life, less servicing and improved fade characteristics, front drum brakes now have heavier drums. Front power disc brakes, where fitted, now have ventilated discs with sliding calipers for surer high-speed braking, cooler

running, and longer pad life.

Flow-thru ventilation gives individually controlled, fresh air ventilation from dashboard louvres, with all windows closed. Shutting out noise in the city, wind and rain on the highway. Fresh air is taken through intake ducts in front of the windscreen, and ducted into the car through the two louvres on the dash and a foot level vent on each side of the passenger compartment. The air then circulates evenly throughout the car and is finally exhausted through ducts concealed in the rear door pillars. These ducts will close automatically to stop 'flow thru' becoming 'flow back'.

Thin windscreen pillars. A clearer view from inside the car. Flow-thru system makes side vent windows unnecessary.

Holden's new floor-mounted hand-brake is on the right of the driver's seat. The lever is raised to both engage and disengage the brake, and lies flat and out of the way all the time. A warning light on the instrument panel indicates when the brake is on. It's easy to operate while wearing a seatbelt, and knees can't be bumped on it.

Increased instrument panel padding, in both width and depth. It provides a broad safety 'cushion' for passengers.

4-Jet windshield washers ensure maximum forward vision at all times. The driver's side wiper is articulated to wipe close to the windscreen pillar.

Combined steering and ignition lock is fitted on all models, and makes it virtually impossible to steal a Holden. The ignition key can be removed only when the steering is locked.

Re-designed seating gives you comfort to keep you relaxed longer. The seat backs lean further back, you sit lower,



there's more padding and more room.

Re-designed heating and demisting gives you standard 'wall-to-wall' heating. You can 'mix' heated air with cool air to get just the temperature you want.

Holden's new 4-speed manual gearbox is now being made in Australia. This allows optimum gear ratios, maximum reliability.

Variable ratio, integral power steering is now an integral part of the steering box, making steering control considerably more direct. The variable ratio means that the farther the steering wheel is turned, the greater the movement at the wheels—a pleasant ratio on the road and much easier parking.

Integrated air-conditioning is now placed in the engine compartment, and not under the instrument panel where you can knock knees on it. And you can use it to heat as well as cool, and to de-humidify the air, thus de-misting all the windows. It's a constant fresh-air system . . . so the car doesn't become congested with cigarette fumes, and there's no "on-again" "off-again" drag on the engine.

Nine stages to stop rust. The first is constant design surveillance aimed at eliminating mud and water pockets that could become corrosion areas. The second is a zinc-rich primer applied to vulnerable body panels before fabrication. Then a bituminous material is sprayed on additional panels. The complete body is dipped into a primer bath. Then sprayed with a red oxide primer. And a black flash primer. Then more bituminous material

in areas subject to stone chip damage. Finally a special wax-compound rust preventative is sprayed inside doors, fenders and wagon tailgates. And all chrome is protected by Holden's exclusive Dur-Ni process.

The safest Holden ever. More to help you avoid trouble. More to protect you and your passengers if trouble should occur. To help you avoid trouble: Improved visibility with more glass, front and rear, exceptionally thin windscreen pillars with no distracting side window vents, new 4-jet windscreen washers, 2-speed wipers, articulated to eliminate driver's-side blind spot, bigger glare-reduced mirrors, non-glare interiors and instruments, automatic reversing lights, modified zone windshield. Better handling with 4-coil suspension, five foot track, Holden's new chassis, front-mounted steering. Improved braking with heavier brake drums, or new ventilated discs, with dual circuits to prevent complete brake-pressure loss and with a warning light that signals if one circuit loses pressure. Rear side marker lights. Turning signals with an intermediate position for lane changing. Inside door-handles that 'free-wheel' when locked. To help protect you and your passengers: GM's energy-absorbing steering column. A broad safety "cushion" on the instrument panel. A steel cargo barrier between boot and passenger compartment. Underslung fuel tank with external fuel filler and fuel lines. Fusible-link electrical wiring. Recessed or low-profile instruments, controls and handles. Shatter-proof, knockout-type inside rearview mirror. Flush exterior door handles. New, fork-type burst-proof door locks. All part of the Great Way to Move.

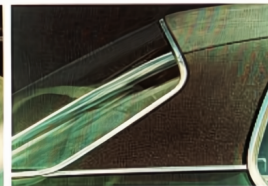
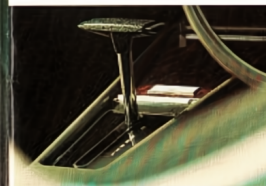
1. Four-coil suspension.
2. Flow-thru ventilation.
3. Tested over a million miles.
4. Holden's Rustgard process.
5. Holden's exclusive new front chassis design.
6. Holden's safety proved.



**ANNOUNCING
THE NEW HOLDEN
MONARO
LS COUPE**

For LS read luxury/sport.
And believe it.

**NEW
MONARO LS**
Luxurious
personal
transportation.



Monaro LS. Very good looking, very long, very low. With a pure, thoroughbred line enhanced by four headlamps, a vinyl roof, and true Coupe styling. Now open the door on an interior that couldn't be described as anything less than opulent.

Supremely comfortable, supremely roomy, reclining front bucket seats richly upholstered in leather-grained vinyl. Or cool, luxurious, Diamond Cloth if you'd prefer. The seat separator doubles as storage for sundries and seatbelts. Luxurious, long-wearing loop-pile carpet, door-to-door. A sun-deflecting tinted rear window. And a handsome instrument panel with woodgrain finish.

The doors feature luxurious full-length arm-rests with integral door handles and ash trays. Courtesy lamps light at your feet and at the shoulders of rear passengers.

To keep out the city's noise or the highway's winds... the first flow-thru ventilation system designed to cope with Australian conditions. All the fresh air you could want from individually controlled air vents. Directed through finger-tip louvers in the instrument panel. Without opening a window.

Facing page: Reclining bucket seating is standard, Diamond weave cloth trim inserts are optional.

This page, top: Not just a beautiful shape, but cavernous bootspace.

Middle: Master of all you survey.

Bottom left: T-bar automatic floor shift, an option.

Bottom right: Black vinyl roof is standard, you may order Antique Brown or Antique Saddle... or delete altogether.

The heater allows you to mix the air to the precise temperature you want, then distributes it efficiently through the car.

Then, LS stands rock-steady on wheels placed a full five feet apart. With Holden's new 4-coil suspension system it's supremely silent, offers you the effortless smoothness of a big car, yet remains a delight to handle. Steering is light, precise. And the optional variable ratio integral power steering gives you effortless parking without denying you a superb feel of the road.

Holden's exclusive new chassis design gives Monaro LS exceptional isolation from road bumps and engine noise, to give you an extraordinarily quiet ride.

The LS power train begins with the big new '202' six-cylinder engine, with an all-synchro 3-speed column gear-change. Ventilated front disc brakes are standard. Or you can order V8s all the way up from the smooth, economical '253' 185 hp Holden engine, to the imported 350 cubic inch V8 at 275 hp. Optional transmissions are a new 4-speed floor shift or 3-speed Tri-matic automatic with column or console shift. Suit yourself.

Air-conditioning, should you order it, will be tucked quietly out of sight where it won't interfere with anyone's legroom. And you can use it to heat as well as cool, and to de-humidify the air, thus demisting the windows.

You may also order electric power windows, head restraints, and a rear speaker for tape or radio... to name just a few.

Monaro LS.

Very close to the ultimate in personal transportation.

A light blue Ford Premier sedan is parked on a dirt path in a sunlit field. In the background, a group of people and two horses are gathered near a wooden fence. The scene is bathed in warm, golden light, suggesting late afternoon or early morning. The car's design features a sleek, aerodynamic profile with a prominent front grille and multi-spoke wheels.

**THE NEW
PREMIER**

Now who needs
to say 'elegant'
or 'inviting' or
'impressive'.

HOLDEN PREMIER Statement of quality.

In every way, Holden Premier can be described with just one word: Quality.

The firm, gentle click of its closing doors. The silence of its impeccable engines. Uncompromising quality in design and construction. And whether sedan or wagon, it looks what it is. Luxurious motoring. Four headlamps to better light your way. Generous trim and appointments, inside and out.

With more room . . . more hiproom, more legroom than before . . . more comfort too.

You're cradled in deeply cushioned leather-grain vinyl seating with centre armrests front and rear. Loop-pile carpeting covers the floor. A woodgrain finish instrument panel faces you. There are courtesy lamps for glove box and luggage compartment. Full-width sun visors. Large prismatic, day-night rearview mirror. Even the doors offer luxurious full-length armrests, with integral door handles and ash trays.

Premier also gives you the first flow-thru ventilation system designed for Australian conditions. For individually controlled fresh air with all windows closed.

Premier moves away to the effortless whisper of Holden's big new '202' six-cylinder engine. Standard transmission is an all-synchromesh 3-speed column gearchange. Or you can order 4-speeds in a floor console shift. Or the smooth Tri-matic 3-speed automatic, with column or console shift.

Perhaps this is the year you should be considering a V8 . . . Premier gives you the choice of the economical 253 cubic inch, 185 hp V8. Or the powerful '308' with 240 hp. With either choice, ventilated power disc brakes will be fitted. Premier's extremely stable feel on the road is the result of its new, wider five-foot track and its new 4-coil suspension that soaks up bumps and road shocks, giving you a smooth 'big car' ride. Premier's new steering is light, but precise. And if you want truly effortless motoring, order the new variable-ratio integral power steering. It retains a true

feel of the road, yet requires almost no effort, even when parking.

Holden's exclusive new chassis frame gives Premier unprecedented strength, and isolates the passenger compartment from engine noise and road shocks. To keep everything quiet. A range of vinyl roofs are available: Black, Antique Brown, or Antique Saddle. You may also wish to order a rear speaker for tape or radio. Or power windows.

To give you more comfort, you may choose reclining bucket seats with cool, luxurious, Raydo Cloth and head restraints.

And then, in every detail: Quality. Premier was designed, built and finished as a superb luxury car. Drive it once and you won't accept anything less.

This page: Behind the safety-cradled steering wheel, a burli walnut finish dash.
Centre: Luxury Raydo Cloth seat inserts.

Below: Distinctive dual headlights light your way.
Facing page: Deep pleated leather-grain vinyl with centre armrest is standard.





**NEW HOLDEN
KINGSWOOD**

"Now that's
my kind of car."

HOLDEN KINGSWOOD

Everything
your car
should be.



New Holden Kingswood. It's a car you can really get excited about. A car that looks fantastic. That's got tons of room for everyone. That's now as comfortable as you could wish, and unbelievably quiet. With the sort of 4-coil handling you've been waiting for. And that's built with a family in mind. Quite a car.

And with all of Holden's traditional low running cost and high re-sale value to back it up.

Take the wheel. That's one beautiful view. The long, clean bonnet. With windscreen pillars so thin they hardly obstruct your view.

Sitting there, you get your first idea of how comfortable your new Holden Kingswood really is. And it's a lasting impression. Because the seating's been redesigned, and raked back further, to keep you relaxed even if you're on the road all day. (Or if you want to make it even more so, order reclining bucket seats up front, in vinyl or cool cloth trim.)

To make sure you stay relaxed, you get the first flow-thru ventilation system designed for Australian conditions.

To give you as much fresh air as you could want, without opening a window. Personally directed by fingertip louvres on the dash. Flow-thru also means we can do away with vent windows to give you a better view, keep wind noise down, and keep thieves out.

To make sure nothing wakes the baby, Holden's exclusive new chassis design isolates you from road shocks and engine noise. With eight big rubber bushings to soak up all unwanted sound.

And Kingswood's handling? Driving is believing. Holden's new front-mounted steering is precise, and tracks straight

and true. Each wheel now stands a rock-steady five feet apart, with a fat coil spring over every one of them to soak up the bumps, give you a softer 'big car' ride, and give you road handling you haven't had before. Kingswood comes with Holden's economical new '173' six-cylinder engine. Or you can order the extra power of the '202', the effortless but economical 185 hp '253' V8, or right up to the '308' V8, with 240 hp. Gear change choices begin with the standard all-synchro 3-speed on the column. Or you can have Holden's fast new 4-on-the-floor. Or the improved 3-speed Tri-matic automatic with column or console shift.

And whatever you choose, Holden's brakes are better. With heavier front drum brakes on 'sixes' and superb new power-assisted ventilated front discs on V8s.

You'd like carpet on the floor? Order it. A radio? With a rear seat speaker? A vinyl roof? Order them. You get the greatest choice in the market.

New Kingswood.

It's the great way for a family to move.

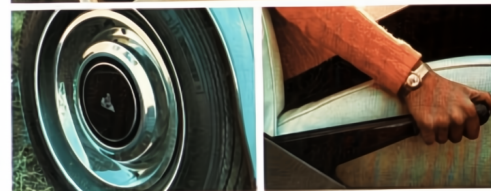
Facing page: Comfort-designed vinyl seats. Deeper, softer, wider.

This page: Top: Everything's to hand, your flow-thru vent's on the right.

Centre left: Optional trim rings for added distinction.

Centre right: You can reach the new handbrake with your seat belt on.

Right: Smooth lines, massive bumper. Just beautiful.





**AUSTRALIA'S
FIRST LONG-
WHEELBASE
WAGONS**

Big thinking.
With a big pay off.



HOLDEN'S LONG-WHEELBASE WAGONS

Great way to pack it all up. And go.

Something very big has happened to the Holden Kingswood and Premier wagons. Their wheelbase is out to a whopping 114". An important 3" longer than the sedans. And their track is out to a huge five feet. You can cover more miles at a single bound. The rougher miles. The more heavily-laden miles. And cover them more comfortably than you ever have before.



Because, by pushing the back wheels back, we've built a beautifully balanced wagon. And a longer wheelbase means a better ride. And a wagon that doesn't feel tail-heavy. Holden's new Kingswood and Premier wagons are big, comfortable, and quiet. The comfort begins with the seating. It's been redesigned with soft, supporting cushioning, and it's been raked further back. To banish fatigue from long-distance driving. And to keep you fresh and relaxed, you get the first flow-thru ventilation system designed to cope with Australian conditions. With all windows shut tight you can still get all the fresh air you want... no matter what the weather... with no noise at all. And whether you're loading or for sleeping, you can drop the rear seat with one hand to get a flat floor measuring six feet eight and a half inches by nearly five feet, with a full four feet between the wheel arches.

And over each one of those wide standing wheels is a big new coil spring. It helps soften the ride, isolate noise, make for surer handling, and reduce axle-hop under severe conditions.

Add to that the exclusive new Holden chassis design that isolates you from road bumps and engine noise, and you get the 'big' kind of ride you've never experienced in a wagon before. Kingswood's standard engine is the '173' six, Premier offers the '202' six-cylinder engine. You may also order the effortless, economical '253' 185 hp V8, or the powerful '308' 240 hp V8. Transmissions available include the standard all-synchro 3-speed column gear-changes, optional 4-on-the-floor, or the improved Tri-matic 3-speed automatic, with column or console shift. Interior appointments and options are the same as on the Kingswood sedan and the Premier sedan. But on the wagons you can order a convenient electric back window. You can operate it from the driver's seat or with its locking key. Superlift rear shock absorbers are another logical wagon option. They let you adjust the rear suspension to suit the load you're carrying. Now, take another look at the way they look. Isn't that the most beautiful way you've seen to pack it all up? And go. In one of Australia's first long-wheelbase wagons.

Facing page: Far left, upper: Vinyl bucket seats with centre console.

Far left, lower: Vinyl bench seat with column change.

Centre: A big wagon for a big country. There's over 4' loadspace between the wheel arches.

This page: Top: One... Centre: Two... Left: Three. Down.



To look at it, you'd never pick Belmont as an economy car. There's nothing that says 'economy' about the way it looks. Or about the way it handles.

Belmont offers you the smooth, quiet ride of the exclusive new Holden chassis design. With eight heavy rubber mounts where engine and road noise are soaked up before they can reach you. And there's a big coil spring over every wheel to soak up bumps, give you a softer ride, and keep your going more stable. Belmont's wheels are a full five feet apart. They work with a steering system that's light, precise, positive. It's designed to keep you on the straight and narrow when the going gets rough. Belmont also gives you the first flow-thru ventilation system designed to cope with Australian conditions. So you can keep all windows closed, rain and road noise out, and still get all the fresh air you want.

Take another long look at Belmont. Its colour-keyed interior, its comfort-all-the-way seating. The trim that doesn't bow to any.

And take another long look at Belmont wagon. The long wheelbase one. With the five foot track. And the back seat that folds down with one easy action, with one hand. To give you six feet eight inches by five feet of flat floor. With a full four feet between the wheel arches.

New Belmont.

There's a lot there for your money.

NEW HOLDEN BELMONT SEDAN AND WAGON

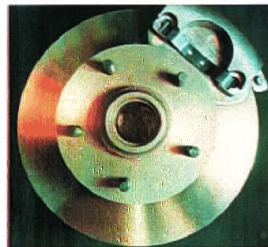
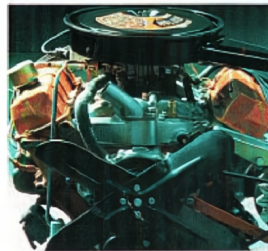
*Economy that
comes full size.*

The huge
26.6 cubic foot
Belmont boot.



**NEW MONARO
COUPE
NEW MONARO
GTS**

Choose your
means of escape.



MONARO COUPE MONARO GTS

Where's all
the action?
Right here.

This page: Top: New steel rally wheel, 6" wide.
Centre: Holden's economical smooth V8, 253 cubic inches... 185-hp.
Left: New ventilated discs, 11" big, 1" wide.
Right: Reclining bucket seats.
Facing page: Working area: the works.

Monaro Coupe. Sporty fastback styling. Long. Low. A great car just to look at. And at a price you can afford to afford. And the way it moves? Beautiful. Wheels a full five feet apart. Now with a fat coil spring over every one of them. A grip on the road that won't let go.

The exclusive new Holden chassis design that puts an eight point rubber-cushion barrier between you and road and engine noise. And keeps your going smooth.

Inside... superb reclining bucket seats, great room and comfort, handsome trim styling, courtesy lights at your feet and your rear passengers' shoulders. Even a tinted rear window is standard.

The power? You name it. Begin with the new '173' six. Don't end 'til you get to the '308' V8 240 horsepower.

How does all the power get there? Three-on-the-column. Four-on-the-floor. Or Tri-matic 3-speed automatic on column or console.

What goes with it? Your call again. Options begin with carpet, radio, disc brakes, dual exhausts, head restraints, a vinyl roof, 6" rally wheels. Monaro Coupe. You can afford it all.

Monaro GTS. Six-inch steel sports wheels planted firmly on the floor a full five feet apart. And shod with D70 red band high-speed tyres.

A fat coil spring over every one of those wheels. Low profile car. Shock absorber valving and stabilizer bar set up to take in whatever's there, and keep that rubber planted flat on the mat.

A power-train combination that begins with the standard '253' V8. 185 horsepower of pure, brute economy. And to make the most of it, Holden's fast new four-on-the-floor.

Now, allow your eyes a short wander to the page on the right. Because that's

where you're going to sit. You can see it all. Gauges for everything... rpm, mph, psi, °F, amps. And backing them? A turned gunmetal finish dash. Sports steering wheel. Three spoked and six holed.

Everything we've mentioned so far is standard. Basic. No money extra. And we haven't even reached the creature comforts. The moulded-pad reclining buckets that don't let you go in a corner. The flow-thru ventilation so you can shut your windows against the city's sounds and listen to your radio. The carpet on the floor. The sunglass tinted rear window. All the other stuff. All standard.

And then you can option all the way up to the '350' V8 package, with its high performance gear box, limited-slip differential (on the manual version), dual exhausts and 275 horsepower.

But if you're not prepared to go quite as far as a '350', consider: A '308' V8. You can still get dual exhausts. A limited-slip diff. Head restraints. Superlift shocks. A rear speaker because you like the sound of it. And, maybe even a power radio aerial. We please 'em all.



ENGINES. POWER TRAINS. OPTIONS.

One of the big pleasures of buying your new Holden is that you have the opportunity to tailor it exactly to your needs.

The possible combinations of engines, power trains, and factory-fitted options are almost limitless. The tables below give you some idea of what's available, but the best way to make sure you get the car exactly suited to your needs, is to talk things over with your GM Dealer. For example, for the man who uses his car for city driving during the week, and who tows a boat or caravan during wepkends and holidays, your dealer could recommend a car as extensively

equipped as this:
A '253' V8 engine for its good fuel economy in the city and the high torque necessary for effortless towing. Lots of pulling and passing power on the highway. Its low first cost will surprise you. And so will its fuel economy, because it's almost as easy on fuel as a 'six'. And brings in a higher price when you come to trade.
Power-assisted ventilated disc brakes for real stopping power.
Tri-matic automatic transmission. To make towing easier on the driver, and on the car.
7.35 L14 tyres for their wider tread,

better grip and greater load capacity. Superlift rear shock absorbers. They can be adjusted to the load.
A 3.36:1 rear axle ratio, ideal for towing. A limited-slip differential, for moving away surely under difficult conditions. Which is just one example.
To give you more comfort, you may choose reclining bucket seats with cool cloth trim and head restraints. Carpet on the floor. Even air-conditioning.
To dress your car up you may like a vinyl roof. Six-inch sports wheels or wheel-trim rings.
And the possible performance combinations practically never end.

OPTIONAL EXTRA-COST CUSTOM FEATURES AVAILABLE	BELMONT	KINGSWOOD	PREMIER	MONARO	MONARO GTS	MONARO LS
Performance						
Power-assisted front disc brakes (Standard with V8's)	Yes	Yes	Yes	Yes	Std	Std
Power Steering	Yes	Yes	Yes	Yes	Yes	Yes
Limited Slip Differential	Yes	Yes	Yes	Yes	Yes	Yes
Full Instrumentation:						
Tachometer, Oil Pressure, Temperature and Ammeter Gauges	Yes	Yes	Yes	Yes	Std	Yes
Oil Pressure & Temperature Gauges only	Yes	Yes	Yes	Yes	Yes	Yes
6.00" Sports Wheels (mandatory with D70, ER70 or FB78 tyres)	Yes	Yes	Yes	Yes	Std	Yes
6.00" Wide Wheels (mandatory with D70, ER70 or FB78 tyres)	Yes	Yes	Yes	Yes	NA	Yes
Dual Exhausts (with V8's only and not on wagons)	Yes	Yes	Yes	Yes	Yes	Yes
Heavy Duty Items						
Superlift Rear Shock Absorbers	Yes	Yes	Yes	Yes	Yes	Yes
Heavy Duty Springs and Shock Absorbers	Yes	Yes	Yes	Yes	Yes	Yes
Heavy Duty Radiator	Yes	Yes	Yes	Yes	Yes	Yes
Heavy Duty Battery	Yes	Yes	Yes	Yes	Yes	Yes
Heavy Duty Air Cleaner (only with 6-cyl. engine)	Yes	Yes	Yes	Yes	NA	Yes
Interior						
Carpets	NA	Yes	Std	Yes	Std	Std
Fixed Front Bucket Seats	Yes	Yes	Yes	Yes	NA	NA
Reclining Front Bucket Seats	NA	Yes	Std	Std	Std	Std
Power-operated side windows	NA	NA	Yes	Yes	Yes	Yes
Manual Radio	Yes	Yes	Yes	Yes	Yes	Yes
Push Button Radio	Yes	Yes	Yes	Yes	Yes	Yes
Rear seat speaker (not on wagons)	Yes	Yes	Yes	Yes	Yes	Yes
Nylon Cloth Trim	NA	Yes	Yes	NA	Yes	Yes
Air Conditioning (not with '173' engine)	Yes	Yes	Yes	Yes	Yes	Yes
Power-operated tailgate window (wagons only)	NA	Yes	Yes	NA	Yes	NA
Exterior						
Wheel Trim Rings (not with 6" wheels)	Yes	Yes	Std	Yes	NA	Std
Black vinyl roof (not on wagons)	NA	Yes	Yes	Yes	Yes	Std
Antique Brown, Antique Saddle, or Flax vinyl roof (not wagons)	NA	Yes	Yes	Yes	Yes	Yes
Power Aerial (not on wagons)	Yes	Yes	Yes	Yes	Yes	Yes
Tinted Laminated Windscreen (shaded upper)	Yes	Yes	Yes	Yes	Yes	Yes

YES = Available as an option on this model NA = Not available on this model STD = Standard on this model

HOLDEN POWER TRAIN CHART							
En- gine	Models with this engine	BHP	Standard Transmission	Optional Transmission available	Axle Ratios		
					Std. Axle	Per- form- ance Option	Econ- omy Option
'173' 6-cyl.	Standard on Belmont, Kingswood, & Monaro	118	3-speed man.	4-speed manual Tri-matic automatic	3.55 3.36	3.90 3.55	3.36 —
'202' 6-cyl.	Standard on Premier & Monaro LS; option on Belmont, Kingswood & Monaro	135	3-speed man.	4-speed manual Tri-matic automatic	3.55 3.36	— 3.55	3.36 —
'253' V8	Standard on Monaro GTS. Option on all others	165	3-speed man. (except GTS) 4-speed man. on GTS	4-speed manual High performance 4-speed manual Tri-matic automatic	3.08 3.08 3.36 2.78	3.36 — 3.55 3.08	— — — —
'308' V8	Option on all models	240	High perform. 4-speed man.	Tri-matic automatic (3.36 standard on GTS with Tri-matic)	3.36 2.78	3.55 3.36	3.03 3.08
'350' V8	Option on Monaro GTS & Monaro LS	275	High perform. 4-speed man. (available only on GTS)	Turbo-Hydramatic	3.08 3.08	3.55 —	— 2.78
NOTE: Bucket seats are required with floor console shifts.							

NOTE: Bucket seats are required with floor console shifts.

Facing page: The options start here. 1. Push button radio. 2. Adjustable Super-lift shocks. 3. Built-in air-conditioning. 4. Radials, big and wide. 5. Wheel trim, whiteband tyres. 6. Power operated windows. 7. Oil Pressure and Temperature gauges. 8. 3-speed Tri-matic auto. transmission. 9. Power assisted ventilated disc brakes. 10. Variable ratio power steering. 11. All new 4-on-the-floor. 12. Stereo tape player.



SPECIFICATIONS

'173' engine

6 cylinders. Bore and stroke 3.500 x 3.000 ins. Capacity 173 cu. ins. Max. hp 118 @ 4,400 rpm. Max. torque 168 lbs. ft. @ 2,000 rpm. Compression ratio 9.4:1. RAC rating 29.40 hp.

'202' engine

6 cylinders. Bore and stroke 3.625 x 3.25 ins. Capacity 202 cu. ins. Max. hp 135 @ 4,400 rpm. Max. torque 194 lbs. ft. @ 2,000 rpm. Compression ratio 9.4:1. RAC rating 31.54 hp.

6-cylinder engine features

OHV in-line engine of oversquare design. Modified wedge design combustion chambers. Seven bearing crankshaft. Hydraulic valve lifters. Special water-heated inlet manifold.

'253' V8 engine

8 cylinders. Bore and stroke 3.625 x 3.062 ins. Capacity 253 cu. ins. Max. hp 185 @ 4,400 rpm. Max. torque 262 lbs. ft. @ 2,400 rpm. Compression ratio 9.0:1. RAC rating 42.05 hp.

'308' V8 engine

8 cylinders. Bore and stroke 4.000 x 3.062 ins. Capacity 308 cu. ins. Max. hp 240 @ 4,800 rpm. Max. torque 315 lbs. ft. @ 3,000 rpm. Compression ratio 9.0:1. RAC rating 51.2 hp.

8-cylinder engine features

OHV-vee configuration. Hydraulic valve lifters. Full-pressure lubrication system. '253' V8 features extremely compact design, weight reduced by extensive use of aluminium, features high thermal efficiency, rapid warm up and excellent economy.

'350' V8 engine

8 cylinders. Bore and stroke 4.000 x 3.480 ins. Capacity 350 cu. ins. Max. hp 275 @ 4,800 rpm. Max. torque 360 lbs. ft. @ 3,200 rpm. Compression ratio 8.5:1. RAC rating 51.2 hp. The '350' V8 on a manual GTS features a 4-speed 'muncie' gearbox, a limited-slip differential and a dual exhaust system.

Fuel system

Bendix-Stromberg single-barrel down-draft carburettor. The '253' V8 has a twin-barrel Bendix-Stromberg. The '308' and '350' V8's have a 4-barrel, Rochester carburettor. The '253', '308' and '350' V8's have an automatic choke. Fuel tank capacity 16.5 gallons.

Electrical System

12 volt battery. 48 amp hour capacity on '173', '202', '253' V8 and '308' V8. 61 amp hour on '350' V8. 35 amp alternator.

Manual transmission

6 cylinder and '253' V8

Gear ratios for 3 and 4-speed transmissions. 3-speed—1st—3.07; 2nd—1.68; 3rd—1.00; Reverse—3.59. 4-speed—1st—3.05; 2nd—2.19; 3rd—1.51; 4th—1.00; Reverse—3.05.

'308' V8

Gear ratios for 4-speed transmission. 1st—2.54; 2nd—1.83; 3rd—1.38; 4th—1.00; Reverse—2.54. This 4-speed is optional on '253' V8.

'350' V8 manual

Gear ratios for 4-speed transmission.

1st—2.52; 2nd—1.88; 3rd—1.46; 4th—1.00; Reverse—2.59.

Automatic transmission

Gear ratios for 3-speed automatics.

Tri-matic—6 cyl., '253' V8 & '308' V8

Reverse—1.85; Drive—2.31, 1.46, 1.00; Second—2.31, 1.46; Low—2.31.

Turbo-Hydramatic—'350' V8

Reverse—2.08; Drive—2.48, 1.48, 1.00; Second—2.48, 1.48; Low—2.48.

Brakes

Four wheel hydraulic, duo servo drum brakes with dual master cylinder feeding separate systems for front and rear. Automatic adjustment. Power-assisted discs standard on V8's and LS, optional on other models.

Suspension

Front: Independent short and long arm, coil springs, stabilizer bar.

Rear: 4-link system with coil springs.

Direct acting shock absorbers front and rear.

Steering

Front mounted energy-absorbing steering column and shaft. Recirculating ball design. Life-lubricated. Gear ratio 20.0:1. (Monaro GTS 16.7:1.) Optional integral power steering, variable ratio available.

Wheels

All models except Monaro GTS short spoke steel disc type wheels with double sided safety rims. Size 14" x 5.00 JJ. Monaro GTS: steel sports wheels with safety hump on outer flange. Size 14" x 6.00 JK.

Tyres

All models except station wagons and Monaro GTS: tubeless 6.95 L 14 4-ply low profile tyres. Station wagons: 7.35 L 14 4-ply. Monaro GTS: D70 H 14 4-ply.

Dimensions

Wheelbase: 111.0" all models except wagons: 114.0".

Track: Front and rear: 60.2".

Overall length—187.5" all models except wagons: 190.0".

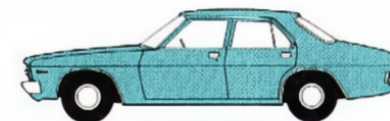
Overall height (and design load)—54.0" (sedans) 54.8" (wagons) 53.1" (Monaro).

Overall width—74.0" all models except wagons: 73.9".

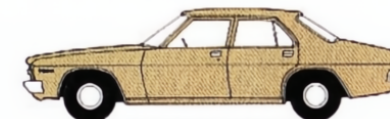
Approximate kerb weights—Kingswood and Belmont Sedans, Monaro and Monaro LS Coupe—2,950 lbs. Premier Sedan—3,000 lbs. Monaro GTS—3,150 lbs. Station Wagons—add 130 lbs. For V8 engine—add 90 lbs.

IMPORTANT NOTE:

The head restraints shown in the vehicles illustrated in this catalogue are not standard equipment, but are available as an optional fitment at extra cost.



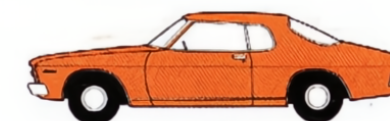
BELMONT



KINGSWOOD



PREMIER



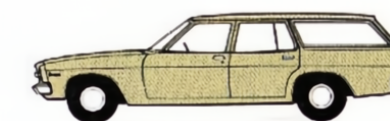
MONARO



MONARO LS



MONARO GTS



BELMONT WAGON



KINGSWOOD WAGON



PREMIER WAGON

PLEASE NOTE: As the policy of General Motors is one of continual improvement, all specifications and equipment are subject to change without notice.

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